1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The most important harbors in connection with these routes are Canton and Huang-p'u, the Great South China Harbor; Swatow; Chan-chiang, (or Kwangchowan), and three harbors in Hainan Island, namely, Hai-k'ou, Yü-lin, and San-ya. 504

The improvement and expansion work at Huang-pu Habor continued during 1953 and 1954. On July 3, 1955, the State Council decided to rebuild Chan-chiang (Kwangchowan) as one of the most important harbors along the South China Coast. The completion of the new Li-t'ang--Chan-chiang Railway adds to the importance of this new development.[37] Among the three Hainan harbors, Yü-lin is the best and can be called the key harbor of South Hainan. The depth of the water of the Yü-lin harbor is from 10 to 30 meters, and large ocean ships can enter easily. There are still stone snags and rocks in some places within the harbor which may do harm to boats and which should be marked or removed in order to insure safety.[38] 503

VII. SHIPPING AND TRANSPORTATION

Before World War II, China's shipping tonnage was 576,000 tons, including 124 ocean steamers totaling 367,383 tons and 3,333 river steamers totaling 208,617 tons. During the war it was estimated that about 495,320 tons of both types of steamers were lost.[39] After the war 2,751 Japanese ships of various 501

37. Ya-chou Tien-hsün, [Asia Foundation Bulletin], San Francisco, July 5, 1955.

38. Ch'en Chih, Hai-nan-tao Hsin-chih [A New Gazeteer of Hainan Island], Shanghai, 1949, pp40-43.

39. Hsing-cheng-yüan Hsin-wen-chü[Bureau of Information, Executive Yuan], Hang Yün[Navigation], Nanking, 1947, p. 24.